



## SHIPPING NEWS

### GALES RETARD PROGRESS OF NIPPON MARU FROM THE COAST

Gales of more than usual intensity are held responsible for the delay of the trim little "white yacht" Nippon Maru that is now steaming across the leagues of Pacific from San Francisco to Honolulu.

The Toyo Kisen Kaisha liner, with a few lay over passengers and a considerable quantity of mail, is expected to arrive at the wharf at daybreak tomorrow morning. As the vessel is one day late in arrival here it is the intention to give her a quick dispatch for Japan and China ports. Despite the consignments of 500 tons coal required by the Nippon Maru that liner is believed will be sent forth to the Orient on or about noon. A number of Asiatic steamer passengers are booked for the Far East in the vessel.

**Imperator Has Acres of Deck Space.**  
Deck space in the great German steamship Imperator need not be considered in feet, but in acres, according to the magnificent dimensions given to the leviathan that is soon to enter the Atlantic trade as a passenger and freight carrier.

The dimensions of the Imperator are, approximately, length 873 ft., and extreme breadth, 98 ft., and depth moulded to the top continuous deck, 65 ft. The vessel will have accommodation for about 700 first, 600 second, 940 third and 1750 fourth class passengers, with a crew of 1100. She is now being fitted out at the new Hamburg yard of the Vulcanwerke, with the aid of a 200-ton cantilever crane, and is expected to be ready for service this spring. Deck plans for this huge transatlantic passenger carrier have been on file at the agency of H. Hackett & Co. for some time. The various decks show hundreds of state rooms, believed sufficient to accommodate the inhabitants of a small city.

The Imperator succeeds in dwarfing many of New York's large buildings when lined up for comparison.

**Thomas Believed Will Sail on Time.**

The United States army transport Thomas, that passed through Honolulu en route from Manila to San Francisco last week, is believed will leave the Coast port for a return trip to the Philippines on schedule time. The Thomas met with an accident to her propeller while steaming in Philippine waters. The propeller was sent to Olongapo drydock, remaining there for some weeks. Should it be found impossible to dispatch the Thomas from San Francisco on March 5, the date of sailing may be changed until March 10, bringing the vessel into Honolulu on or about March 17.

**Thousand Sewing Machines Damaged.**

It was a serious fire that burned in the hold of the Japanese liner Mexico Maru while that vessel steamed from Igo Sound ports to Japan. Four days after leaving Tacoma, fire broke out and when the steamer reached Yokohama at the time the Pacific Mail area remained at the port, it proved a difficult task to accurately estimate the damage done cargo or the vessel. One thousand sewing machines consigned to the Singer company and a quantity of cotton, flour and sundries were included in the freight either damaged or totally destroyed.

**Hilonian Prepared for Passenger Trade.**

Arrangements are completed for the transportation of forty cabin passengers from Honolulu to San Francisco with the departure of the Matson Navigation steamer Hilonian. This vessel has been placed on the berth to sail for the Coast tomorrow evening, 6 o'clock being set as the sailing hour. The Hilonian will take shipments of sugar as well as an assortment of Hawaiian products. A late mail will be dispatched to the mainland in this liner.

**Coal for Local Naval Station.**

What is believed will be a forerunner of other large shipments of east coast coal to the local naval station is reported in the departure of the British steamship Frankmount, a vessel capable of carrying between five and six thousand tons of fuel. According to a cable received at the local branch of the Merchants' Exchange, the steamer sailed from Norfolk, Va., for Honolulu yesterday. It is possible that some of the coal to be transferred to Hawaii will be stored at Pearl Harbor.

**Kestrel to Arrive Soon.**

The British steamer Kestrel, now on a run between the Hawaiian Islands and Fanning Island, is expected to be dispatched from the south seas cable station tomorrow, with destination as Honolulu. The Kestrel is credited with possessing equipment sufficient to cover the distance in four days. The vessel will doubtless bring a shipment of copra, or the dried product of the coconut tree.

**Cleveland is at Yokohama.**

With five hundred round-the-world tourists on board, the Hamburg-American liner Cleveland has arrived at Yokohama, according to a cable received here today. The Cleveland left here on February 13th.

The wheel of fortune has turned many a man's head. A blush on the cheek is worth two in the drugstore.

## DISSATISFACTION WITH FRIEDMANN



BERLIN, Feb. 1.—The offer of Charles E. Finley, president of the International Bank of New York, of \$1,000,000 for Dr. Friedmann's tuberculosis serum has caused a stir in medical circles here.

Dr. Friedmann said last week he would give the government his discovery on a certain day, but a week has gone by and he has not done so. On Saturday night he said he had cabled a New York paper that he would sail on the Maureanla today, and he notified Mr. Thackara, the American Consul-General, personally of his sailing at this time. The Consul-General immediately asked who would watch the American patients now here and others who expected to arrive to get the cure. Dr. Friedmann replied that Prof. Schleich, one of Germany's famous surgeons, would take care of them. Later in the week Dr. Friedmann appeared to be undecided as to when he would sail for New York. He said he was in negotiation with the German government and that this might delay his departure.

Dr. Friedmann declined to discuss Mr. Finley's offer, and it was surmised that there was some difficulty about a guarantee of the expenses of the trip. It was intimated that the matter was being arranged through the American Embassy here, but Joseph C. Grew, the secretary of the embassy, said it was not concerned in the matter officially. Privately he said that he had merely interviewed Dr. Friedmann at the request of a friend to get some information in regard to his remedy.

Privy Medical Councillor Kircaner, the head of the Prussian health department, stated to the correspondent of the Sun that Dr. Friedmann had not given his culture to the government, but had merely asked for an interview. Dr. Kircaner said he was not prepared to say whether the government would accept the remedy until after it had made an investigation of the entire matter.

Dr. Friedmann's friends say they cannot understand his actions and his premature announcements. They can only attribute them to the fact that he is chiefly a laboratory man, has little knowledge of dealing with people and is not a practical business man. No one knows where his laboratory is and the culture, it is said, is prepared by a young woman laboratory assistant, who is the only person he really seems to trust and who will probably accompany him if he goes to New York.

Some fifteen American patients are being treated here by Dr. Friedmann. Some of them declare that they are getting excellent results and are im-

proving rapidly, while others express antipathy to Dr. Friedmann personally and criticize his institute.

"To accomplish this, it was my desire to examine every boy scout in Texas, as these young men and boys are subject to infection by hookworms when they take their hikes. If I could have the names of the scoutmasters over the state, these men could lecture to the boys and advise them to submit for examination. This would accomplish untold good as well as setting an example to thousands of other children who, though infected, have not the moral courage to present themselves at our dispensaries."

The boy scouts are learning the symptoms of the disease. They also have been taught the precautions that are necessary against it and are helping spread that information.

**SCOUTS IN HAWAII DO ODD TRICKS IN SCOUTCRAFT**

James A. Wilder, Scout Commissioner in Honolulu, gives an interesting description of activities of the Boy Scouts in the Far Off Pacific Islands.

The Boy Scouts of America are rapidly increasing in Honolulu, Hawaii. An encouraging report has been received at the national headquarters concerning the work there from J. A. Wilder, scout commissioner. One of the most important features is the fact that the Catholics are taking up the movement and have a priest as a scoutmaster. Governor Frear has reviewed the scouts and said that he regards the boys as part of the assets of Hawaii.

"My troop, which is No. 5," writes Wilder, "is now 35 strong—four patrols—full up and perhaps you'll wonder if I am busy or not! Each four boys have a separate locker, tent, and outfit (such as it is) and will be held strictly responsible for the tools and kit allotted to them. 'Sand-papered and sharo' will apply to shovel, pick and axe. We have two carts—kitchen and tentage. We wheel the one alongside the fire and lift off a tight-fitting lid. This gives us a 'pantry' on the spot. The other is a British Kit Cart, and comes to pieces, making a ladder, stretcher, windlass or table. We have as yet not had a 'go light' hike, as the troop is not yet ready with knapsacks or mess kits, and going light in this climate is for the uninitiated equivalent to going wet and hungry."

"Mr. Maxwell, an old-time prospector of New Zealand and Australia, taught us the Twister, Dampier or Chupallip—old names which stand for bread baked on a stick and in the ashes. He showed us how to serve a dinner of four courses, served piping hot, without any utensils save his tomahawk, knife and 'billy'; kabobs, spuds, bread and tea—the regulation Australian outdoor meal, was done with such ease, with such technique, as hardly to bedew his forehead, although it was a warm day. The usual fussing, burns, grass-affire, and collisions were non est. My troop was deeply impressed!"

"As for other scouting activities, we are doing the regulation stunts. We number seven second-class scouts and will soon have a few first-class."

**Kansas City Scouts to Ride to Washington**  
Twenty Boy Scouts of America in Kansas City, Missouri, are planning to take a trip on horse-back to Washington this spring. They will be in charge of J. S. Mendenhall, field secretary of the Boy Scouts of America. Every scout will carry on his own mount a small tent in which will be wrapped necessary cooking utensils and bedding. The route will be carefully planned in advance. The scouts will spend some of their nights on the trip with Boy Scouts in other cities. Where there is no Boy Scout organization the travelers will camp out.

"The trip, of course, will have great educational value," the scout leader says. "The boys will see more of the country than is possible to see making the trip by rail. Arrangements will be made for them to meet the president and to be shown through the public buildings. In all it will be a seven week's trip, three on the road going, a week in Washington, and three weeks returning by a different route."

**Boy Scout Refused Lead Nickel**  
W. W. Brundage, scout commissioner of Buffalo, New York, tells an interesting story of a scout who stuck to his principles. "A woman," he writes, "was riding in one of our Buffalo street cars the other day. She offered a lead nickel to a boy who was sitting next to her, exclaiming that he might be able to pass it. The boy bowed and then quietly answered: 'I don't want it. I am a scout.'"

I read it in the Star-Bulletin. It must be so.

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